

For Sale.

MacEWEN, FRICKEL & Co.
HAVE REMOVED
to their
**NEW AND EXTENSIVE
PREMISES,**
No. 53, Queen's Road East
(OPPOSITE THE COMMISARIAT).

WHERE they have special facilities for
conducting their Town and Harbour
Business, and trust to merit a continuance
of Public Confidence and Support.

A FULL STOCK OF STORES,
WINE, &c.,
ALWAYS ON HAND, INCLUDING:

FRESH YORK HAMS.
CHRISTMAS CAKES.
TWOSEB'S DESSERT FRUITS.
ALMONDS AND RAISINS.

PICNIC TONGUES.
COCAONINA.
VAN HOUTEN'S COCOA.
LEBON'S & EPP'S COCOA.
FRENCH PLUMS.

FATE DE FOIE GRAS.
MINCENAT.
CHOCOLATE-MENTHER.
SAUSAGES.
DRAWN.

ISIGNY BUTTER.
DANISH BUTTER.
BREAKFAST TONGUES.
ANGHOVIES.
ASPARAGUS.
SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES—
HIDENBRO'S MONOPOL & WHITE
SEAL.
VEUVE-CLIQUEOT POISSARDIN.
JULES MUMM & Co., pils & quarts.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA ROSE, pils & quarts.
CHATEAU LA FITE, " "
LIES GRAVES, " "
BREAKFAST CLARET, " "

SHERRIES & PORT—
SADON'S MANZANILLA & AMON-
TILLADO.
SADON'S OLD INVALID PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1, 2 & 3 star HENNESSY'S BRANDY.
BISQUIT DUBOIS & Co.'s BRANDY.
FIRST OLD BOURBON WHISKY.
KIRWAN'S LL WHISKY.
ROYAL GLENDEE WHISKY.
CHARTREUSE.
MARASCHINO.
CURACAO.
ANGOSTURA.
BONN'S AND ORANGE BITTERS.
&c., &c., &c.

BASS'S ALE, bottled by CAMERON and
SAUNDERS, pils and quarts.
GUINNESS'S STOUT, bottled by E. &
J. BURKE, pils and quarts.
PILSENER BEER, in quarts.
DRAUGHT ALE and PORTER, by the
Gallon.

TOPOCAN BUTTER.
EASTERN and CALIFORNIA CHEESE.
BONEL'S CODFISH.
Prime HAM and BACON.
Eagle Brand Condensed MILK.
PEACH and APPLE BUTTER.
PICKLED OX-TONGUES.
Paragon MACKEREL in 5 lb cans.
Beau Ideal SALMON in 5 lb cans.
Cuttings Dessert FRUITS in 2 1/2 lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage
MEAT.
" Stuffed PEPPERS.
" Assorted PICKLES.
" MINCEMEAT.

COMB HONEY in Original Frames.
Richardson & Robins's Colored Potted
MEATS.
Richardson & Robins's Curried OYSTERS.
" Lunch TONGUE.
McCart's Sugar LEMONADE.
Clam CHOWDER.
Smoked SALMON.
Green TURTLE in 2 1/2 lb cans.
&c., &c., &c.

YACHT & PICNIC SUPPLIES.

**CALIFORNIA
CRACKER
COMPANY'S BISCUITS** in 5 lb
tins, and loose.
Alphabetical BIS-
CUITS.
Fancy Sweet Mixed
BISCUITS.
Ginger CAKES.
Soda BISCUITS.
Oyster BISCUITS.

Smoked WHEAT.
OATMEAL.
ROMNEY.
CORNMEAL.
BUCKWHEAT FLOUR.
RYE MEAL.

SPECIALLY SELECTED
CIGARS.

Fine New Season's CUMSHAW TEA, in
5 and 10 catty boxes.
BREAKFAST CONGOU @ 25 cents p. lb.

SEASIDE LIBRARY, 15 to 25 cents.
FRANKLIN SQUARE LIBRARY, 15 to
25 cents.

MILNER'S PATENT FIRE-PROOF
SAFES, and CASH BOXES, at
Manufacturer's Prices.

FAIRBANKS SCALES.
OAKUM.
TAR.

TURPENTINE.
PAINTS and OILS.
Hongkong, May 16, 1882.

Mails.



STEAM FOR
SINGAPORE, PENANG, POINT DE
GALLE, ADEN, SUEZ, PORT SAID,
MALTA, GIBRALTAR, BRINDISI,
ANCONA, VENICE, PLYMOUTH,
AND LONDON;
ALSO,
BOMBAY, MADRAS, CALCUTTA, AND
AUSTRALIA.

N.B.—Cargoes can be taken on through Bills
of Lading for BATAVIA, PERSIAN
GULF PORTS, MARSEILLES,
TRIESTE, HAMBURG, NEW YORK
AND HONKONG.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
PERONA, Captain ASHDOWN, with
Her Majesty's Mail, will be despatched
from this for LONDON, via BOMBAY,
and SUEZ, CANAL, on FRIDAY, the
20th May, 1882, at Daylight.
Cargoes will be received on board until
noon on the day previous.

Parcels and Specie (Gold) at the Office
until noon on the day previous.
Silk and Valuable for Europe will be
transhipped at Point de Galle; Tea and
General Cargo for London will be conveyed
via Bombay without transhipment, arriving
one week later than by the ordinary direct
route via Galle.

For further Particulars, regarding
FREIGHT and PASSAGE, apply to the
PENINSULAR AND ORIENTAL STEAM NAVI-
GATION COMPANY'S Office, Hongkong.
The Customs and Value of Packages are
required to be declared prior to shipment.
Shippers are particularly requested to
note the terms and conditions of the Com-
pany's Bill of Lading.

A. M. IVER, Superintendent.
Hongkong, May 12, 1882. my26



STEAM TO NAGASAKI AND KOBE,
VIA INLAND SEA.

(Taking Cargo and Passengers for YOKO-
HAMA AND VLADIVOSTOK.)

THE S.S. NIGATA MARU, Captain
W. J. H. THIPP, will leave on or about the
21st instant, will be despatched as above
on FRIDAY, the 26th May, at 4 p.m.
Cargoes received on board and Parcels at
the Office up to 1 p.m. day of sailing.
No Bill of Lading signed under \$2
Freight.

All Claims must be settled on board
before delivery is taken, otherwise they
will not be recognized.
Cargo and Passengers for Yokohama
will be transhipped to the Shanghai Mail
Steamer at Kobe, and for Vladivostok at
Nagasaki.

For further Particulars, apply at the
Company's Office, Praya Central, Grand
Floor of Messrs Russell & Co.

H. J. H. THIPP, Agent.
Hongkong, May 16, 1882. my26

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND TOUCHING
AT YOKOHAMA, SAN FRANCISCO.

THE U. S. Mail Steamship CITY OF
TOKYO will be despatched for San
Francisco via Yokohama, on WEDNES-
DAY, the 24th May, 1882, at 3 p.m., taking
Passengers, and Freight, for Japan, the
United States, and Europe.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via Over-
land Railways, to Havana, Trinidad, and
Demerara, and to ports in Mexico, Central
and South America, by the Company's and
connecting Steamers.

Through Passage Tickets granted to
England, France, and Germany by all
trans-Atlantic lines of Steamers.
On prepaid RETURN PASSAGE TICKETS a
Reduction of 25 % is made.
Freight will be received on board until 4
p.m. on the 23rd May. Parcel Packages
will be received at the office until 5 p.m.,
same day; all Parcel Packages should be
marked to address in full, value of same
is required.

Consular Invoices to accompany Overland
Cargo should be sent to the Company's
Office, Praya Central, and addressed to the
Collector of Customs at San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 6, Queen's Road Central.

F. E. POSTER, Gen. Agent for China & Japan.
Hongkong, May 17, 1882. my24

Occidental & Oriental Steam-
Ship Company.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC & OTHER CONNECTING
STEAMERS.

THE S.S. BELGIC will be despatched
for San Francisco via Yokohama, on
WEDNESDAY, the 31st May, 1882, at
3 p.m.
Collection being made at Yokohama,
with Steamers from Shanghai and Japan
ports.

All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office, until 5 p.m. the
day previous to sailing.

A Reduction of 25 % made on all
RETURN PASSAGE ORDERS ISSUED.
Consular Invoices to accompany Over-
land, Mexican, Central and South American
Cargo, should be sent to the Company's
Office addressed to the Collector of Customs,
San Francisco.

For further information as to Freight
or Passage, apply to the Agency of the
Company, No. 60A, Queen's Road Central.

CHAS. H. HASWELL, JR., Agent.
Hongkong, May 10, 1882. my31

Entertainment.



Will Exhibit at BOWLINGTON, Hongkong,
POSITIVELY FIRST GRAND
PERFORMANCE,
TO-NIGHT, May 20th.

CHIARINI'S ROYAL ITALIAN
CIRCUS

AND
PERFORMING ANIMALS!
WILL EXHIBIT UNDER MAMMOTH TENTS,
FOR A SHORT SEASON ONLY!

The Largest Spread of Canvas ever seen
in this Hemisphere; Seating Accom-
modation for 5,000 People.

THE GRANDEST RING PAGEANT
ON EARTH!

THE CIRCUS AND MENAGERIE ENLARGED,
Improved and Embellished to such
a degree as to be almost beyond
recognition.

FAVORITE ARTISTS,
Fresh from the leading Circuses
and Menageries of Europe and America,
in conjunction with the old
favorites,
who will introduce all the
Latest and Most Striking Marvels of the
EQUESTRIAN, ACROBATIC,
GYMNASTIC ARTS.

MISS NELLIE REID,
ENGLISH AND SUISE-SADIE CLEVER, FROM
HENDERSON'S GRAND CIRCUS, LONDON,
ENGLAND.

MISS EMILY ROLANDE,
The Fearless Rider and Gracful
Pantomimist.

In her Charming Principal Act and
Specialties.

MISS ADA STODOLY,
The Charming Little Fairy Equestrienne.

MISS L. L. LOTT,
The Lady with the Iron Jaw, will perform
Prodigious Feats of Muscular Strength,
Firing off, with her Teeth, a Brass
Cannon weighing 175 lbs., and con-
cluding with her Vajraya Flight
across the Immense Circus Pavilion,
suspended only by her
Teeth.

MISS L. ZAZO,
The Beautiful and Superb Young Lady
Gymnast and Acrobat.

LAVATER LEE,
From Forepaugh's Menagerie Museum
and Circus. The Daring Somersault
Gymnast, in his unequalled performance
on a Bare-backed Horse, introducing 15
routines, Backward and Forward Somer-
saults.

MR. FRED. WATSON,
Principal Rider and Comic Change Artist.

MASTER CHARLIE WATSON,
In his Champion Hurdle Act, also Tumb-
ling and Contortion Acts.

MR. CHARLES STODOLY,
The Famous Bare-backed Rider & Voltigeur.

THE FAULT FAMILY,
(5 in number),
First Class Artists.—From the Paris Hip-
podrome.

Also Musical Clowns in Fantastic Varieties,
introducing the Smallest Violinist in
the World.—MARTIN EUGENE.

FRENCH AND ANGELO,
Leading Horizontal Bar and Trapeze Per-
formers, Has Thrown several Knock-about
Clowns from the Folies Bergere, Paris.

MISS JEANNE (ONLY 5 YEARS OF AGE),
on the Flying Ring.

ROSA THU-ZET & PROF. THU-ZET,
The Colossal French Gymnasts and
Equilibrists, Winners of Prize Medals in
all the Principal Theatres and Circuses in
Europe, in their Sensational Aerial Per-
formances.

THE MOTLEY MERRY-MAKER,
HERM AUGUST LEHMAN,
Recently of Van-Amburg's American
Show, in his Comic and Extravagant Vari-
eties.

SENIOR GIUSEPPE CHIARINI,
The King of Horse-Trainers, will in-
troduce his FEARLESS STUNT OF TRAINING
Horses, whose UNUSUAL PERFORMANCES
have been the Wonder and AMAZONMENT
of the Whole World, and have won for their
Owner and Educator, SENIOR CHIARINI,
numerous Medals and costly Gifts from
Princes and Monarchs of the Nobility of
every country in Europe, in token of their
appreciation of his wonderful skills, and
the intelligence and docility of his superb
horses.

PROF. LORENZ JOHNSON,
The famous Tiger-Tamer, will enter the
Den of

Performing Royal Bengal Tigers!
In the Menagerie Department will
be found

An Educated Zebra from Africa. A South
American Gazelle. A Black Bear from the
Himalaya Mountains. A Black Tiger from
the Jungles of Central India. Two Ele-
phants from Ceylon. Royal Baby Tigers only
a few weeks old. A Kangaroo, the Won-
derful Animal of Australia. Various species
of Monkeys, Apes and Baboons, that are
educated to Ride the Beautiful Lilli-
putian Steadfast Ponies in a Steeple Chase.

N.B.—All the Animals may be seen in
the Menagerie Tent, before entering the
Mammoth Circus which seats 5000 people.

THIS COMPANY WILL PERFORM
EVERY NIGHT.

Doors open at 7.30 p.m.—Performance to
commence at 9 punctually.

PRICES OF ADMISSION:
Boxes, Six Chairs, \$12.00.
Chairs (Dress Circle), 2.00.
Stalls, Carpeted Seats, 1.00.
Pit, 0.50.
Children under ten and Soldiers under the
rank of Officers, half-price except to Boxes.

A reserved division of the Carpeted and Pit
Seats has been arranged for NATIVE LADIES.
(To which they alone are admitted.)

A Plan of the Seats can be seen at the
HONGKONG HORIZON, where Tickets will be on
Sale daily from 9 a.m. till 4 p.m.

Insurances.

THE SOUTH BRITISH FIRE AND
MARINE INSURANCE COMPANY
OF NEW ZEALAND.
CAPITAL £1,000,000 (One Million Sterling).
Unlimited Liability of Shareholders.

THE Undersigned having been appointed
Agents for the above Company are
prepared to accept FIRE and MARINE
RISKS at Current Rates, allowing usual
Discounts.

GEO. R. STEVENS & Co.
Hongkong, July 1, 1881.

MANCHESTER FIRE INSURANCE
COMPANY OF
MANCHESTER AND LONDON.
ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling
of which is paid up £ 100,000 "
Reserve Fund upwards of £ 120,000 "
Annual Income £ 250,000 "

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 15, 1868.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai,
and Hankow, and are prepared to grant
Insurances at current rates.

CALEDONIAN FIRE AND LIFE IN-
SURANCE COMPANY.
ESTABLISHED 1805.

THE Undersigned having been appointed
Agents for the above Company, they
are prepared to issue POLICIES of Insurances
against FIRE on the usual Terms.

ARNHOLD, KARBURG & Co.
Hongkong, January 1882. jol2

THE TOKIO MARINE INSURANCE
COMPANY, LIMITED.

THE MITSU BISHI MAIL S. S. CO.
having been appointed AGENTS for
the above Company, the Undersigned
are prepared to accept MARINE RISKS at
Current Rates and usual Discounts.

H. J. H. THIPP,
Agent, M. B. M. S. S. Co.
Hongkong, April 20, 1882. oct27

NOTICE
QUEEN FIRE INSURANCE COM-
PANY.

THE Undersigned are prepared to accept
Risks on First Class Goods at 1
per cent. net premium per annum.

NORTON & Co., Agents.
Hongkong, May 10, 1881.

NORTH BRITISH & MERCANTILE
INSURANCE COMPANY.

THE Undersigned, Agents of the above
Company, are authorized to Insure
against FIRE at Current Rates.

GILMAN & Co.
Hongkong, January 1, 1882.

To-day's Advertisements.

FOR MANILA (DIRECT).
The Spanish Steamer
"Catalina," Captain Lopez, will be
despatched for the above
Port on TUESDAY, the 23rd instant, at
noon.

For Freight or Passage, apply to
REMEDIOS & Co.
Hongkong, May 20, 1882. my23

FOR HOIHOW AND PAKHOL.
The Steamship
"Ping-ai," Capt. McCASLEN, will be
despatched for the above
Ports on WEDNESDAY, the 24th inst., at
Daylight, instead of as previously advertised.

For Freight or Passage, apply to
RUSSELL & Co.
Hongkong, May 20, 1882. my24

FOR SAN FRANCISCO.
The British Steamer
"Cairnmuir," Captain G. L. CASTLE,
will load here for the
above Port, and will leave this on MON-
DAY, the 29th instant, at 4 p.m.

For Freight or Passage, apply to
TAK HING LOONG,
Charterer.
Hongkong, May 20, 1882. my29

TO LET—FURNISHED.
PART OF BUNGALOW, West Point
(next to SPANISH CONSULATE).
For Particulars, apply to
J. R. McDONALD,
Lane, Crawford & Co.
Hongkong, May 20, 1882. my27

NOTICE
COMPAGNIE DES MESSEAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, SUEZ, ISMAILIA,
PORT SAID, SYRIAN PORTS,
NAPLES, MARSEILLES, AND PORTS
OF BRAZIL, AND LA PLATA;
ALSO,
BOMBAY, MAHE, ST. DENIS, AND
PORT LOUIS.

ON THURSDAY, the 1st day of June,
1882, at Noon, the Company's S. S.
ANADY, Commanded by M. MARCELLE,
with MALES, PASSENGERS, SPECIE,
and CARGO, will leave this Port for the
above places.

Cargo and Specie will be registered for
London as well as for Marseilles, and so-
cipated in transit through Marseilles for the
principal places of Europe.

Shipping Orders will be granted until
noon of 31st May 1882.

Cargo will be received on board until 4
p.m., Specie and Parcels until 5 p.m. on
the 31st May, 1882. (Parcels are not
to be sent on board; they must be left at
the Agency's Office.)

Contents and value of Packages are re-
quired.

For further particulars, apply at the
Company's Office. G. DE CHAMPEAUX,
Agent.
Hongkong, May 20, 1882. jol

To-day's Advertisements.

QUEEN'S BIRTHDAY.
IN Accordance with Ordinance No. 6 of
1875, the Undersigned BANKS
will be CLOSED for the Transaction of
Public Business, on WEDNESDAY, the
24th instant.

For the "Oriental Bank Corporation,"
GEO. O. SCOTT, Manager.

For the "Chartered Mercantile Bank of
India, London and China,"
JOHN THURBURN, Manager.

For the "Chartered Bank of India, Aus-
tralia and China,"
WILLIAM FORREST, Manager.

For the "Hongkong and Shanghai Ban-
king Corporation,"
T. JACKSON, Chief Manager.

For the "Comptoir d'Escompte de Paris,"
F. COCHINARD, Agent.
Hongkong, May 20, 1882. my24

PUBLIC AUCTION.
THE Undersigned has received instruc-
tions to Sell by Public Auction, on

SATURDAY,
the 3rd of June, 1882, at 2 p.m., at the
PREMISES of the former Pier & Godown
Company, Limited, Wanchai, Praya,
(Unless previously disposed of by Private
Contract).

THE PLANT
of the former HONGKONG PIER & GODOWN
COMPANY, LIMITED, consisting of—
50 OPEN GOODS' TRUCKS,
2 TURN TABLES, 12 feet diameter,
adapted for 3' 6" gauge.
1 10-ton WEIGH BRIDGE WHEEL
SPAN, of 10 feet and 3' 6" gauge.
3 TRAVELLING 2 Tons STEAM
CRANES.
About 3,000 Feet of RAILS.
All the above is on the WANCHAI PIER,
or in the Godowns of Messrs MEYER & Co.
TERMS of SALE.—As customary.

For Particulars, apply to
F. RAPP,
Auctioneer.
Hongkong, May 20, 1882. jol3

SHIPPING.
ARRIVALS.

May 20, Alter, Portuguese barque, 632,
E. A. de Souza, Singapore, April 24, Tim-
bur.—BRANDAO & Co.

May 20, Chop-chung, Chinese gunboat,
from Canton.

May 20, Jason, British steamer, 1411,
R. J. Brown, Swatow May 19, Toa and
General.—BUTTERFIELD & SWIRE.

May 20, Cleopatra, H. M. corvette, 2380,
Vidal, Singapore May 8.

May 20, Otter, American barque, 470,
Nickerson, Singapore April 18, Timbur.—
CHINESE.

DEPARTURES.

May 20, Ching-ling, Chinese gunboat, for
Swatow.

20, Fortifera, for Melbourne, &c.

20, Diamant, for Amoy.

20, Ching-ling, for Shanghai.

20, Prinz Wilhelm, for Vladivostok.

CLEARED.
Nectar, for Shanghai.
Kwangtung, for Great Port.
Joa. A. Bolland, for New York.
Glennary, for Chiofoo.
Minerva, for Whampoa.
Penedo, for Saigon.
Yottling, for Swatow.
Lorne, for Amoy.

PASSENGERS.
ARRIVED.

Per Jason, from Swatow, Messrs Wright,
Dorrick, Bowen, and Lamb, 487 Chinese.

DEPARTED.

Per Fortifera, for Australia, 73 Chinese.
Per Diamant, for Amoy, 50 Chinese.
Per Ching-ling, for Shanghai, Mr Hawkes,
and 50 Chinese.

Per Prinz Wilhelm, for Vladivostok, 4
Europeans, and 8 Chinese.

TO DEPART.

Per Jason, for Singapore, Mr Willard's
Company.

Fashion 'of Their

The Emperor of China have claimed supremacy over the country. Du Haido gives an account of the history and wars of Corea in an appendix to his great work.

Mr T. T. Meadows summarizes its history thus:

Corea is described in the earliest notices of authentic Chinese records as a country inhabited by a population of agriculturists, artisans, and traders, dwellers in hamlets and living together in villages and cities. Its geographical position accounts for this. The bulk of it lies east of the civilizing Chinese people, the middle and southern portions of the provinces of Chi-li and Shan-si and the province of Shantung surround it as it almost is by seas; its climate is more equable than that of that oldest portion of China Proper, and its winter, less cold than those of the northern section, there found a suitable home at a very early period. On the other hand, its almost insular position has served to preserve it as the habitat of a separate nation, distinct in manners and language. Chinese governments have never been powerful on the peninsula except expeditions from the centrally held despatched by force from the Shantung peninsula to the opposite coasts of Corea, still, military operations and international interests have, practically speaking, been conducted by the northern and, as regards the Mongols and Manchus, expended through the hands of the latter. Hence it was thought, though Corea, has, in the past two thousand years, been more than once occupied by Chinese armies, and even administratively incorporated into the directly governed dominions of the Whang-ti for very short periods, that state of things has lasted long enough to make it impossible to treat the nation, less indeed as regards internal affairs, though, on the other hand, its rulers have habitually, as it were, yielded, with rare exceptions, the homage of vassals to each line of undoubted Whang-tis. This has, for instance, been the case without intermission for the last 600 years, during the Yuen, Ming, and the present line.

In the earliest periods Corea was called Chai-sien, and has at times been politically divided into several states, as Hwë, Shin-lin, Yuh tao, Pih-se, and Shen. In the second century after Christ, a new state, called Kiumé, began to grow into power, and gradually absorbing all the rest of the territory, was written by Occidentals "Corée," to the present. About A.D. 385, at a time when China was torn by internal dissensions, the Coréans possessed themselves of the whole of the country east of the Lian-ho, which they retained for 70 years, till A.D. 495, when they were attacked and finally conquered by the invaders of the powerful Tang dynasty, and expelled after several years of hard fighting. The Coréans were grieved in the contrition and defence of fortified places, ruins and vestiges of which now, after a lapse of 1,200 years, meet the eye of the traveller on all sides of this province, through the dense thickets of its prairies, and in the mountains where known to the people as "Coréan fortresses." They are of all sizes, from the single ruinful tower, with the traces of a small enclosing court, to the surrounding works of a city usually quadrangular in shape, and the sides of which may measure three or four miles, with a gateway at one end, and sometimes one or more of two miles with only two such gateways on opposite sides. Some of these ruined fortresses are found in the low plain of the Lian-ho, where they evidently depended on their wide, wet ditches as a main source of strength; two such lie not far from this port—two others, however, the ruins of spurs jutting out into it from the mountain range that bounds it on the east. Others again occupy lower points of that range itself, peaks some 1,000 feet high, and the heights of some of them rise above the level of the sea 2,000 feet. All these ruined fortresses are exclusive of the existing walled cities of Southern Manchuria, a Liai-yuen, Hai-ching, Kui-chow, &c., near the foot of which were equally fortified cities in the time of the Coréan domination, and were at its close the same fate befell, and the names of some mounted signs.

Among the lofty mountains which separate Corea from Manchuria, and also in the valley of the Ya-li-kiang, are independent mountaineers, who defy alike the power of China and Corea. They have been, believe, several times attacked by mandarin and their forces, but it has hitherto failed to reduce them from their mountain fastnesses. They appear to be Manchus, and are partially civilized. They employ themselves in gathering medicinal roots, cutting down trees which they float down the rivers to the Ya-li-kiang, and in seeking for gold. There are certain points of meeting between them and the neighboring tribes; at these places they sell their medicine and wood, purchase a variety of commodities, and invariably pay the balance in gold, which appears to be plentiful.

The houses of the better classes of Coréans, especially in the north, are oblong, and of one story. The door is curiously set in a corner, adjoining which is a large fire cooking, and a space of about six feet square for working, three or four feet inward from the "kang," begins, which forms the floor for the remainder of the house. At the further end of the "kang" are two compartments which constitute the sleeping-rooms of the family. The "kang" is built and heated generally, by the fire which enters the stove as is the practice with the Chinese. The north windows are invariably papered.

The houses of the poor have also the indispensable "kang" and the two rooms at one end; but the door is at the side, and one end of the house contains the hard pressed carriage intended for the carrying of wheat, and the mill; the poor have generally a cow tied up inside in a stable place. The rich have their cattle grinding-stones and mills, and grain, outside the dwelling, often in circular courtyards. They have their cities, towns, or villages as in China, and the most remarkable among them are the cities of the north, which are often formidable. Many of the poor in the north build houses in the same way as is adopted by the immigrants in Manchuria, which I have already described.

They have a curious custom relating to boys: they allow the hair to grow until over the head, afterwards cut it off, leaving a long tail; at marriage this tail is cut and sold to the Coréans; hence the quantities of human hair-for sale at the fairs.

In the north the poor do wear iron cotton, but almost universally dress in species of grass-cloth made from a fibrous plant which grows abundantly. This cloth bleaches well like linen, and a crowd of Koreans looks reasonably clean, and the clothes worn in the south, and I think, the wealthy wear silk dresses; sometimes their own silk and sometimes Chinese manufactures. Their shoes are mostly made stout twice carefully plaited; the soles made first and then the uppers are genuine leather shoes; these shoes are called "shoes," the Chinese name is pointed. In the north hats are frequently made of horse-hair; they also have hats made of a fine grass, beautifully woven with broad brims and flower-pot tops; the

to be, as a whole, is after the fashion of the late Ming dynasty in China. Their ornaments and ornaments are commonly of silver, which must be plentiful in the country, and the most, perhaps, of the metal largely prevails: these utensils appear to be first cast; then turned. In the metal, clay and porcelain dials are more in demand.

The native coin is reported to be made of a species of hard-laked clay, but they are not so much Chinese copper cash, and are not so acquainted with Japanese silver coins. They greatly prize silver in sycee form, and pay it by touch and weight. The value of commodities new sold or bartered at the fairs at the N. W. gate of Corea was estimated at not more than 350,000 taels.

Coreans are possessed of considerable ingenuity, as evinced in their garments and manufactures. Their guns and cannon especially deserve attention: they are all breech loaders, and far more efficient than the clumsy articles of the neighbouring countries. The fowling and the most beautiful make of their boats. Their boats and junks are made wholly of wood, without a nail in them; the planks are fixed with strong tough wooden trellis, which are most efficient. I examined one of their junks which came across to Chifoo, and it was a very fine specimen of much craft as is found in the East.

They have a language of their own which is alphabetical, and resembles the Japanese in many respects; now, however, the Chinese characters and classic are taught in their schools, and every Corean who wishes to rise must master the sacred books of Confucius.

Chinese and natives agree in declaring that the country is rich in minerals. Coal is in common use in many parts; iron is mined and manufactured; silver-ore and copper are common: one hill is reported to be composed of silver. I saw nothing of the kind. Kusanfer told me the first gold brought into that country was from Corea, in the reign of the Emperor Kusanfer, 665, during the reign of the Empress Suiko. It must be very plentiful: they do not set the value upon it which the Chinese do; and it is surmised that its value as compared with silver, must be high. It was in Japan when European traders first came there.

There appears to be a variety of clays from which excellent pottery is made; the manufacture best known to Europeans is that which is exported from whence pottery is carried to the Chinese to Japan across the narrow channel. All the earthen vessels, and especially in abundance, are of vegetable of endless variety, now as in Shan-tung; grapes, apricots, peaches, plums, apples, pears, and gooseberries, currants, and strawberries are found in the north.

The cotton produced in Corea is far superior to that in any part of China; it is long in the staple, and of great elasticity; just like the best from the Goolina cotton; it is very fine and very expensive. They are very fond of foreign cotton cloth, and buy it largely from the Chinese at the gates, as well as smuggle considerable quantities every year on the coast. A merchant in Passaic assured me of their great desire for cheap cotton goods. I am sure there would be a large demand were the country opened up; this is extremely probable, as cotton is a much safer and more pleasant dress than grass-cloth for a climate like Corea: the C. runs at the gate alleged that they formerly purchased 30,000 pieces of foreign manufactures yearly. They do not appear to have any manufactures of their own, and they would fear if in this way the natives were making for sleeping on in winter.

The mulberry-tree is cultivated in many places, and they produce silk; they, however, have not a very thick silk thread at present, but they would like to have it, and to the Chinese, and weave it for their own use. Looking at the position and climate of Corea; there can be no doubt that the best qualities of silk could be raised there in great quantities, and also that the eggs of their silk-worms would be valuable for exportation.

Corean paper is made chiefly from the bark of the mulberry-tree, and is famous all over the north of China, and is exported in large quantities at the gates, and smuggled on the sea-coast. They use it for handkerchiefs, partition-walls, windows, umbrellas, &c., &c. Medicines are produced in enormous variety; the most renowned is Gensing, a famous tonic, which constitutes one of the most important medicines of higher value than gold, and so it forms a convenient substitute for money. The medicinal plants and preparations are highly prized by the neighbouring Celestials. Tobacco is grown in many places, and widely used by the natives.

Trees are numerous and various. The elm attains a great height, rising fifty feet without a branch, and attaining three feet diameter at the base; but, next in importance in addition to the cedar. There are three kinds of oak; but only one of any commercial value; three varieties of birch, and cork-trees are abundant, as well as a tree in colour like the beech, the wood of which is hard, dry and heavy, like iron. The pine is abundant, and several kinds of nutbearing trees and bushes are found in many places. The valley of the Ya-lu-kiang has attained a wide celebrity for its massive pines; and in view of its contiguity to the great iron and coal districts in Manchuria, and of its grand water communication with the sea, it is not surprising that one of the chief building yards in China, in the grand future which unquestionably lies before this country. Several of the islands are also renowned for their trees, and Chinese sailors often land and try either to steal or purchase: one trader told me, you had nothing to do but climb the trees, and cut down a tree when you called it itself into the sea.

The domestic animals resemble the Chinese, but there are some singular differences, which we have before referred to. The horse is not larger than an ass, and is not like a pony, but is a miniature horse, and when properly cared for is the very effigy of a diminutive hunter. The bullock of the other hand, is a giant among the animals of the East, and is shod and harnessed for agricultural purposes. The Coreans have also the dog and cat, and the pig, but smaller than on the mainland. They have their share of wild beasts: wolves and tigers abound in the north; their skins form part of the tribute to China, and constitute a portion of the barter which goes on at the gates and on the coast.

The commerce of the country is hampered by most pernicious laws and regulations; there are only three places where trade with Chinese is allowed, and only for brief seasons at stated intervals. These trading places are called "gates," the chief of which is on the south of Pung-wang-chang; the second is near Hun-chung, not far from the mouth of the river, and the third is a thing else than a military station. The consequence is that a large amount of illicit traffic goes on between the ports on the east of Shan-tung and Corea; the traders have signals which are faithfully observed, and Manchester cloth and other foreign

in proving these remarks I wish to
 ascertaining not so much to what Corea
 as to what it could be made. Obviously
 a country of great capabilities. The
 people possess capacities of no mean
 description; they are intelligent, acute,
 and energetic; and, what is better, of a resolute
 character. The climate is admirably salu-
 tary, and the resources of the country are
 manifold, embracing all kinds of grain,
 fruit, vegetables and wood, with coal, iron,
 and the most important metals. The water
 communication is fair, and the harbours,
 especially on the south and east, most ex-
 cellent. Nothing is wanting to greatly ad-
 vance the commerce of the country but the stimulus
 and guidance of western religion and
 civilization. It ought to be opened to
 European intercourse: it is the only coun-
 try of any importance which remains
 closed against us. One party says we
 have no right to force ourselves upon
 a savage and ignorant people; another
 says we have no duty as they are; while a
 third looks partly at the expenses of war.
 The mistake is that mankind have common
 interests in each other and duties towards
 one another, and that it is the duty of the
 strong to help the weak; the intelligent,
 and the civilized, to advance the
 ignorant, and the barbarous to the advancement
 of civilization. I believe, it is at once the duty and
 the privilege of such countries as Great Britain
 and America to lead the van, and use the
 power God has given them to open up coun-
 tries which are stupidly and ignorantly
 closed against them like Corea.
 War is a terrible evil in every aspect, but
 the present condition of progress in this fallen
 world; and, in view of the advantages,
 moral, intellectual, and spiritual, which
 must accrue to a people brought into full
 contact with the blaze of true civilization,
 the cost would be immeasurably counter-
 balanced. But the opening up of this
 country must be effected without such
 representations of such a character might
 be made through the Chinese Government
 would, perhaps, accomplish the object;
 negotiations might be entered into,
 freely, with the annual Korean Embassy
 at Peking; or, if diplomacy failed, a ro-
 mancy government, which might be blood-
 shed, might be effected. Let a large force, naval and
 military, which clearly—in the eyes of the
 Koreans themselves—would be irresistible,
 appear at their capital, explain our motives,
 and demand such concessions as are con-
 sistent with natural justice. Let it be seen
 that we are in earnest, and that we mean
 to accomplish our ends, and we would secure
 ourself to the natives had discerned our
 motives and the advantages of dealing
 with us, and then intercourse would go on
 of its own accord. Those, of course, would
 entail some expense, though not so much
 as appears at first sight; for it is just about
 as cheap to keep our ships on duty as to
 have a large number of soldiers in unimportant
 quarters. And then the profit would soon
 appear in the shape of increased demands
 for our manufactures. A little additional
 outlay is a poor excuse for neglecting such
 an undertaking; and aid will be to for
 Great Britain if the day comes when char-
 ges of this kind will be laid against her
 by some unscrupulous philanthropist. If Prussia
 wishes territory in the East, Corea is in-
 finitely preferable to Formosa. * From
*Hervey in North China, by the Rev. A.
 Williamson.*
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 Chung Wan. Sham-shui Po.
 Po-fang. Shau-ki Wan.
 Ha-wan. Shek-o.
 Heung-kong Tsai. Shek Tong.
 (Aberdeen). Shek-tong Tsai.
 Hok-tai. Sheung Wan.
 Hok-tai. Shai-tung Wan.
 Hok-tai. So-ko Po.
 Hok-tai. Tai-ko-kau Tsai.
 Hok-tai. Tai-long Ha.
 Hung-heung Lo. Tai-lung Kung.
 Hung-hom. Tai-pang Mi.
 Kai-lung Wan. Tai-ping Shan.
 Ka-az Wan. Tai-shek Kok.
 Kai-lung. Tai-tai.
 Kan-ai. Shau. Tai-tam Tuk.
 Kung Chung. Tai-wan.
 Kung Kok. Tai-wong Kung.
 Lap-ang Wan. Tang-lung Chan.
 Lai-tai. Tai Tsz-mui.
 Ma-tun Chung. Tsai-sha Tsai.
 Ma-tan Kok. Tai-pai Tsai.
 Ma-tan Tsai. Tai-ka Wan.
 Ma-tan Tsai. Tai-ka Wan.
 Ma-ti. Tai-ka Wan.
 Mong-ko. Tung-to (Hospital).
 Ngan Ping. Tung-to Wan.
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 Pak-shui Wan. Wan-tai.
 Pok-fai Lam. Wong-ko-kau Tsai.
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 5.—Sums not exceeding \$50 may be re-
 mitted to the Post Office of China by
 means of Postage Stamps, subject to a
 charge of one per cent. for cashing them.
 * No orders on Japan are issued at this British
 Post Office, Shanghai.

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[illegible]

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Sec., all of the same weight, to addresses in Hongkong, Bangkok, or the Ports of China, may deliver them to the Post Office unstamped, the postage being then

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batch must consist of at least ten.

4. Boxholders may also send Patterns to the same places in the same way. Envelopes containing Patterns may be wholly closed, if the nature of the contents be first exhibited or stated to the Postmaster General, as he may consider necessary, and approved by him. Printed Circulars may be inserted in such Pattern Packets.

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Fancy Work, and similar presents are continually being refused, the senders having often spent more in Postage than would have paid the freight by steamer. No refund can be made on such parcels of the value of Stamps obliterated before the nature of the contents was discovered.

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or liable to be crushed (as bandboxes,
&c.) Opium, Glass, Liquids, Explosive sub-

2. The following cannot be transmitted
Parcels insufficiently packed or protected
or liable to be crushed (as bandboxes,
&c.) Opium, Glass, Liquids, Explosive sub-
stances, Matches, Indigo, Dyestuffs, Ice,
Meat, Fish, Game, Fruit, Vegetables, or
whatever is dangerous to the Mails, or
likely to become offensive or injurious in
transit.

stances, Matches, Indigo, Dyestuffs, Ice, Meat, Fish, Game, Fruit, Vegetables, or whatever is dangerous to the Mails, or likely to become offensive or injurious in transit.

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2. This Regulation prohibits the sending of Patterns of dutiable articles, unless the quantity sent be so small as to make the sample of no value.

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